

MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 6, 2012
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Fisette at 8:25 P.M.

Members Present

Sharon Bulova
Barbara Comstock
John Cook
James Dyke
William D. Euille
Jay Fisette
Catherine Hudgins
Mary Hynes
Jeffrey McKay
Thomas Rust
David F. Snyder
Christopher Zimmerman

Members Absent

Richard H. Black
John Foust
Jeffrey Greenfield
Mark R. Herring
Joe May
David Ramadan
Ken Reid
Paul Smedberg

Staff Present

Doug Allen (VRE)
Rich Dalton (VRE)
Mariela Garcia-Colberg
Rhonda Gilchrest
Claire Gron
Scott Kalkwarf
Steve MacIsaac (VRE)
Mark Roeber (VRE)
Rick Taube

Chairman Fisette stated that the agenda should be revised to move Agenda Item #2 "VRE Items" to later in the meeting so that VRE staff can be present for the discussion. They are coming from the PRTC meeting.

Minutes of the July 5, 2012 Meeting

Mr. Zimmerman moved, with a second by Mr. Dyke, to approve the minutes. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Rust, Snyder and Zimmerman. Commissioners Hynes and McKay abstained.

Support for VDOT's I-66 Inside the Beltway Multi-Modal Study

Mr. Taube stated that VDOT staff and consultants provided a presentation on the final report to NVTC at its July 5, 2012 meeting. Discussion revealed that commissioners appreciated VDOT's study and were generally pleased with the resulting recommendations. Jurisdictional staff reviewed Resolution #2198, which applauds VDOT's efforts and recommendations.

Mrs. Bulova moved, with a second by Delegate Rust, to approve Resolution #2198 (copy attached).

Mrs. Hynes noted that she missed the presentation but suggested that it would be good to emphasize the positive aspect of the study's recommended tiered approach. She provided wording for the second resolve clause: after "that NVTC supports many of the final recommendations of the I-66 Multimodal Study (Inside the Beltway) Final Report, June 8, 2012," insert "in particular the tiered approach which builds on and implements past studies/recommendations before moving to newer more difficult to implement recommendations..." Mrs. Bulova agreed to accept this as a friendly amendment. There were no objections.

Mr. Snyder asked if there is a study recommendation to turn I-66 into a HOV facility 24/7. He could not support that. Mr. Taube explained that the resolution does not identify which recommendations NVTC supports. Mr. Snyder stated that he can vote for the resolution as long as it is understood that he would never support 24/7 HOV on I-66.

The commission then voted on the amended resolution and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Required Actions to Implement DRPT's New Grant Procedures

Chairman Fisetle reminded the commission that on May 15, 2012, DRPT Director Drake's letter announced a sudden change in policy. Since then, NVTC and jurisdictional staff have worked hard to indentify a solution. Mr. Taube explained that the Commonwealth Transportation Board has approved a resolution directing that NVTC's jurisdictions must be the grantees for transit assistance in place of NVTC. NVTC can serve as an agent for those jurisdictions and run its approved Subsidy Allocation Model and hold the funds in trust. DRPT will no longer provide direct funding to NVTC to defray a portion of its operating costs, even though NVTC continues as a grantee for VRE. He referred commissioners to a table comparing the old and new methods.

Mr. Taube explained that consistent with Virginia Code Sections 15.4518(5) and 58.1-638.A.5, the commission is asked to authorize staff to set up an account or accounts in which to receive state funds from DRPT as an agent and to apply for, invoice and allocate those funds using NVTC's Subsidy Allocation Model. NVTC is also asked to authorize its staff to arrange transfers between the trust accounts of its WMATA jurisdictions if asked in order to allow any of those jurisdictions to meet the October 1, 2012 billing deadline from WMATA. Resolution #2199 would accomplish these requested actions.

Mr. Zimmerman moved, with a second by Mr. Hudgins, to approve Resolution #2199 (copy attached). The vote in favor was cast by commissioners Comstock, Cook, Dyke, Euille, Fisetle, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman. Mrs. Bulova was out of the room for the vote.

NVTC Preliminary Budget for FY 2014

Mr. Taube reported that each year at this time NVTC staff proposes a preliminary budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets. NVTC will be asked to act on the final budget at its January, 2013 meeting. For FY 2014, NVTC staff is proposing a small increase in overall spending of 1.6 percent, with total expenditures rising to \$1.213 million from \$1.194 million in the FY 2013 approved budget.

Mr. Taube further explained that NVTC's work program for FY 2013 is anticipated to contain all of the activities previously authorized as well as new projects. Total contributions from state aid increase by 1.6 percent and local contributions will be held constant at \$284,247. This preliminary budget has been reviewed by jurisdiction staff.

Mrs. Hynes moved, with a second by Delegate Rust, to forward the preliminary budget to the jurisdictions for their use in planning their FY 2014 budgets.

Chairman Fisette asked if the issue of being held harmless by DRPT has been resolved. Mr. Taube replied that DRPT has said that they will provide grant agreements to the individual jurisdictions that will total the amount that would have been coming to NVTC, although the money that was originally taken from NVTC has already been distributed throughout the state, so NVTC jurisdictions have received some of those funds already.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Appointments to the Vanpool Program Policy Advisory Board

Mr. Taube explained that NVTC's Management Advisory Committee has been asked to produce a slate of nominees to fill the four membership slots on the Policy Advisory Board to be appointed by NVTC. The nominees are:

- 1) Walter Daniel (Fairfax County)
- 2) Chris Hamilton (Arlington County)
- 3) Gabriel Ortiz (Alexandria)
- 4) Jim Maslanka (Alexandria)

On a motion by Mr. Zimmerman and a second by Mr McKay, the commission unanimously voted to appoint the four nominees to the Vanpool Program Policy Advisory Board. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Status Report on DRPT's SJR 297 Report

Mr. Taube used a PowerPoint to outline the status. He began by reminding commissioners that SJR 297 required consideration of four separate elements. The first was whether performance measures should be used to distribute state transit operating assistance.

Mr. Taube stated that DRPT is close to completing its draft final report. DRPT held a meeting earlier today of Virginia's transit systems to discuss the proposed operating assistance model. NVTC staff has submitted comments to DRPT and participated actively on a stakeholders group. The stakeholders have consistently had issues and concerns about the materials presented, including the theory behind performance measures at the state level and the methods being proposed. The transit systems are not opposed to measuring performance, but there has been concern that state performance requirements could conflict with those from local sponsors. There needs to be coordination. The new process is very complex and arbitrary and gives too much discretion to DRPT, because DRPT will also be requesting the authority to make

future changes to the method. The current method for distributing state transit assistance is set by the General Assembly and is part of the Code.

Mr. Taube stated that the stakeholders have repeatedly expressed concern and emphasized the need to advocate to the General Assembly for more transit funding. Currently, customers pay 44.4 percent of the share of transit operating costs through their fares, while local governments contribute 31.5 percent, the state pays 16.9 percent and the federal government adds 7.2 percent. These are statewide figures. The question is if DRPT, with only 17 percent of the funding, should take precedence over local and federal performance standards.

Mr. Taube reviewed the proposed hybrid system, which includes 25 percent being distributed using the current system and 75 percent being distributed using new methods, including a complex new system with an arbitrary selection of performance factors, peer groups and weights. Six peer groups would be formed based on size and other factors, including one for rail. VRE, Metrorail and Hampton Roads Light Rail would be in the same peer group competing for limited funds. Bus peer groups would be based largely on size. There was no real effort to form the peer groups based on the type of service being provided and, therefore, there is a lot of diversity within each of the peer groups. There would be competition within each group for funding, including systems operating within the same jurisdiction. This does not account for varying transit structures, target markets and service territories. It will result in measuring transit outputs and not desirable outcomes such as access to jobs, mobility or quality of life. The various performance measures will work at cross purposes with muddled incentives. The result will be more complexity, less transparency and inability to predict future state aid.

In response to a question from Delegate Rust, Mr. Taube stated that DRPT has not yet addressed whether the 14.7 percent of the Transportation Trust Fund is sufficient. It is hoped that the final report will address it.

Mr. Taube stated that DRPT has sent out several iterations of the “final” model runs. Using the new method, NVTC, VRE and PRTC would lose over \$4 million if the new method was used in FY 2013. However, the results using “real” data keep changing, illustrating that the new approach is very sensitive to data inputs.

Mr. Taube explained that DRPT will seek legislation in 2013 and intends to initiate a phased approach. The model would be run for information in FY 2014 and then for FY 2015 the model would be run and the losers would be fully compensated (if new revenue is available). For 2016, half of the losses would be covered and for FY 2017 there would be no further compensation.

Mr. Taube stated that with respect to the capital program, DRPT already has some discretion to set priorities and stakeholders do not object to more DRPT discretion; however, criteria should be communicated well in advance to permit planning and budgeting. DRPT will also ask for discretion to be able to shift capital funds to

operating funds. Stakeholders have asked what criteria will be used and if the General Assembly should have a role in setting priorities.

With respect to stability, stakeholders also expressed concern about the recommendation to set aside funds for a rainy day when transit systems are desperate for funding now. More state funding is the solution.

Finally, in considering whether current state transit funding is adequate, DRPT has labeled the General Assembly's statutory target for the state to pay up to 95 percent of eligible transit costs as an "unreasonable expectation." DRPT also apparently wants greater emphasis on state performance priorities while at the same time seeking to lower its funding target rather than advocating for more state transit funds.

Finally, Mr. Taube reviewed the stakeholders' recommendations:

- More state funding needed regardless of allocation method.
- Fully explore possible unintended consequences of any new method.
- Consider a partial new method only with all new funding.
- Require transparency and accurate data for any new method.
- Avoid complexity and unpredictability.
- Limit DRPT's discretion to avoid politicizing aid distribution.
- DRPT should reward improvements in locally set performance targets.
- Fully reflect stakeholder views in final SJR 297 report.

Mrs. Hynes asked how the stakeholders plan to submit their final comments if DRPT does not include them in the final report. Mr. Taube replied that the stakeholders have not yet discussed this, although they have been submitting oral and written comments throughout the process. He believes that VTA will submit comments. Mrs. Hynes asked that the comments be provided before NVTC's next meeting. Delegate Comstock asked if NVTC will receive a presentation from DRPT on this study. Mr. Taube stated that NVTC can ask DRPT to give a presentation at the October NVTC meeting. Mrs. Bulova stated that it is important to share the study and comments with the jurisdictions. In response to a question from Chairman Fisette, Mr. Taube explained that staff of many of the NVTC jurisdictions were at today's meeting.

Mr. Snyder stated that based on the stakeholder's recommendations it seems that the study is going fundamentally in the wrong direction. He asked if there is something that can be done now or is it necessary to wait for the final report to be issued. The commission discussed whether a letter should be sent to DRPT. Delegate Comstock observed that NVTC is inviting DRPT to come and make a presentation and suggested that it is important to not pre-judge. Mrs. Bulova stated that it would be helpful, fair and constructive to let DRPT staff know the concerns prior to them coming to make the presentation so they are not blindsided. Chairman Fisette observed that the consensus of the commission is to frame the invitation letter in a way to identify the concerns so that they can be addressed as part of the presentation.

Mrs. Hynes also suggested that it would be a good idea to invite the rest of the Northern Virginia General Assembly delegation to NVTC's meeting so they can hear the presentation as well as NVTC's concerns. Chairman Fisette stated that this is a great idea. He suggested the invitation be extended with the help of NVTC's General Assembly members. He concluded by saying that this is a big study and since Northern Virginia receives about three-quarters of all statewide transit assistance, any changes to DRPT's methods must be viewed with concern.

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Ms. Bulova observed that VRE staff had arrived and asked VRE Acting CEO, Rich Dalton, to provide a report on VRE operations. Mr. Dalton reported that overall on-time performance (OTP) for the months of July and August slipped below 90 percent, mainly due to track work and heat restrictions. He was glad to report that OTP went back up to 98 percent for the month of August. There were a total of 14 delays during the month of August and half of those were due to rail congestion. Freight traffic has increased. Average daily ridership for August was at 18,750, which is slightly above last year at the same time.

Agreement with DRPT for VRE Fare Buy-Down. Mr. Cook moved approval of Resolution #2195, which would authorize NVTC's Executive Director to execute an amended project agreement with DRPT to reimburse VRE for reducing its Amtrak step-up fee to \$3.00 from \$5.00. To mitigate congestion during construction of the I-95 Express lanes, the Transportation Management Plan has agreed to cover the additional \$2.00 reduction. Mr. Zimmerman seconded the motion.

The commission then voted unanimously to approve the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Authorization to Sell Two VRE Locomotives. Mr. Taube stated that the VRE Operations Board recommends approval of Resolution #2196, which would authorize VRE's CEO to execute a sales agreement for two GP40PH-2C locomotives with Goodloe Leasing, LLC. The sale price was provided to commissioners in a sealed envelope.

Mr. Cook moved with a second by Mr. Zimmerman, to approve Resolution #2196. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Closed Session: Employment Agreement for VRE's Chief Executive Officer. Mrs. Bulova stated that the VRE Operations Board has recommended that Doug Allen be offered employment as VRE's new CEO. A closed session is needed to discuss his employment agreement.

Mrs. Bulova moved, with a second by Mr. Zimmerman, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A(1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning a personnel matter regarding the employment agreement with Mr. Allen.

The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

The commission entered into Closed Session at 9:25 P.M. and returned to Open Session at 9:40 P.M.

Mrs. Bulova moved, with a second by Mr. Zimmerman, the following certification:

The Northern Virginia Transportation Commission certifies to the best of each member's knowledge and with no individual member dissenting, that at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were discussed; and
2. Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered by the commission.

The commission then voted on the amended motion and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Mrs. Bulova moved, with a second by Mr. Cook, to approve Resolution #2197, which would authorize the employment agreement with Mr. Allen as VRE's new CEO. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman. (A copy of the resolution is attached.)

Chairman Fisette introduced Mr. Allen and welcomed him. Mr. Allen thanked the commission and stated that he looks forward to having a good working relationship with each NVTC commissioner. VRE is a well run organization and he is excited about taking over the leadership and to continue to advance VRE.

Mr. Cook recognized Greg Moser, who did an excellent job as VRE's consultant during the hiring process. Mrs. Bulova also thanked Mr. Dalton for his outstanding work serving as VRE's Acting CEO during this transition time.

Proposed Comments on DRPT's Statewide Transit/TDM Plan and SuperNova Study

Mr. Taube stated that instead of wordsmithing the comments provided, he suggested the commission allow Chairman Fisette to draft a letter incorporating the spirit and tone of the comments provided.

Mr. Zimmerman moved, with a second by Mrs. Bulova, to authorize Chairman Fisette to draft and send the comments to DRPT concerning the Statewide Transit/TDM Plan and the SuperNova Study. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

WMATA Items

Mrs. Hudgins reported that WMATA's General Manager, Richard Sarles, has been invited to speak and respond to questions at NVTC's October 4th meeting. It will be a great opportunity for NVTC to be updated on the progress being made on WMATA's state of good repair.

Regional Transportation Items

Chairman Fisette reported that the Task Force for the Northern Virginia Transportation and Planning Agency Efficiency and Consolidation Study met twice this summer and will meet again on September 27th. Significant progress has been made by local staff on the Jurisdiction and Agency Coordinating Committee in examining the five scenarios under active study. NVTC will review the draft final report at its October 4th meeting and consider the final report to the Northern Virginia General Assembly Delegation at its November 1st meeting. Each agency (NVTC, PRTC, VTA and NVRC) will have to approve the report.

Chairman Fisette stated that it is still unclear what the recommendation will be, but it has been narrowed down to four alternatives: 1) No change in the structure of the organizations but increased efficiencies; 2) Folding NVTA into NVTC; 3) Folding NVTC into NVTA; or 4) Folding NVTA into NVRC. There are many implications and the legal issues are the most challenging. He stated that the fifth alternative of combining all four agencies into one agency is a non-starter. It was similar to the idea of creating a sub-MPO, which is not a credible option.

Mrs. Hynes observed that since NVTC is already inviting the Northern Virginia General Assembly delegation to the October meeting, she wondered if there should also be a presentation on the SuperNova study. Mr. Taube stated that DRPT staff would be willing to come; however, since the commission just authorized Chairman Fisette to submit comments, it might make more sense to wait until November to have a presentation on the final report. Mrs. Hynes stated that it could be helpful to hear it all together which might prompt a different discussion. Mr. Cook observed that WMATA General Manager Sarles is also scheduled to make a presentation at the October meeting. Chairman Fisette stated that he will work with staff on coordinating these presentations.

Chairman Fisette stated that commissioners were provided with a copy of a letter to Governor McDonnell and the General Assembly signed by 38 mayors and chairs of Virginia's Urban Crescent, which encompasses localities from Northern Virginia through the Richmond region to Hampton Roads. Mr. Zimmerman applauded the letter and noted that having 38 elected officials sign the letter is a great achievement. The Urban Crescent only covers 24 percent of the land mass of Virginia but comprises 68 percent of Virginia's population, as well as 79 percent of the gross product of Virginia. However, he found it disappointing that the letter only used the word "transit" once and focused more on roads, when, in fact, the largest need in this region is for public transportation.

Mr. McKay stated that he attended the meeting and people were angry about the condition of their roads and infrastructure. This letter is a bi-partisan call to action. This is an opportunity to set a tone for action during the next General Assembly session. It is important to use this as a foundation and build upon it. Mrs. Hynes stated that the discussion at the meeting was equally about roads and transit. The Virginia Municipal League (VML) will be doing a special session on transit at its conference at the end of September. In response to a question from Chairman Fisette, Mrs. Bulova stated that the letter has been provided to the media. Mrs. Bulova noted that this letter is also meant to help members of the General Assembly to be able to demonstrate that they are hearing from the jurisdictions. The jurisdictions want this to be a part of the state agenda for the next session.

NVTC Financial Items for June and July, 2012

The financial reports were provided to commissioners and there were no questions.

Adjournment

Without objection, Chairman Fisette adjourned the meeting at 9:58 P.M.

Approved this 4th day of October, 2012.

Jay Fisette
Chairman

Paul C. Smedberg
Secretary-Treasurer



RESOLUTION #2195

SUBJECT: Agreement with DRPT for VRE Fare Buy-Down.

WHEREAS: VRE riders possessing a multi-ride ticket can currently ride select Amtrak trains in conjunction with the purchase of a \$5 Step-Up fare;

WHEREAS: VRE was invited to participate as a member of the I-95 Express Lanes Transit/TDM Working Group in developing transit/TDM strategies to be included in the I-95 Express Lanes Transportation Management Plan (TMP);

WHEREAS: The TMP strategies are designed to mitigate the construction-related impacts of the Express Lanes project and reduce the number of vehicles using the I-95 HOV and general purpose lanes during the construction;

WHEREAS: The I-95 Express Lanes TMP approved by the Northern Virginia Regional TMP (RTMP) Advisory Committee on July 31, 2012 recommends reducing the VRE Step-Up fare from \$5/ticket to \$3/ticket to encourage commuters to shift from using I-95 to VRE and/or Amtrak trains during the Express Lanes construction; and

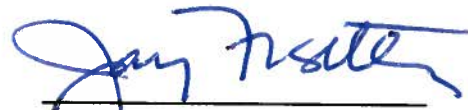
WHEREAS: Reducing the riders' cost of the Step-Up ticket is also anticipated to motivate additional VRE riders to take advantage of the Step-Up option and shift to Amtrak trains, thereby freeing up capacity on VRE trains for new riders.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes its Executive Director to execute DRPT's amended VRE project agreement to accomplish this fare buy-down.

Approved this 6th day of September, 2012.



Paul C. Smedberg
Secretary-Treasurer



Jay Fiset
Chairman





RESOLUTION #2196

SUBJECT: Sale of Two VRE Locomotives.

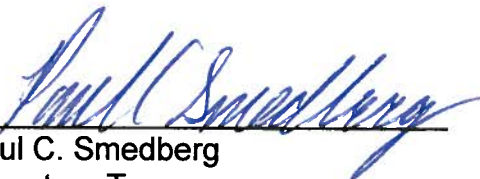
WHEREAS: In June, 2007 the VRE Operations Board authorized VRE's CEO to pursue the sale of locomotives as they are replaced with new equipment;

WHEREAS: Goodloe Leasing, LLC has submitted a proposal to purchase VRE's remaining two GP40PH-2C locomotives; and


WHEREAS: VRE has received no other expressions of interest for these locomotives.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes VRE's Chief Executive Officer to execute a sales agreement for the two GP40PH-2C locomotives with Goodloe Leasing, LLC. for a price provided confidentially to NVTC's Board members.

Approved this 6th day of September, 2012.



Paul C. Smedberg
Secretary-Treasurer



Jay F. Sette
Chairman





RESOLUTION #2197

SUBJECT: Employment Agreement for VRE's Chief Executive Officer.

WHEREAS: The VRE Master Agreement as amended specifies that NVTC and PRTC have the authority to retain a VRE chief executive officer;


WHEREAS: The previous CEO has retired effective July 1, 2012 and the VRE Operations Board has conducted a nationwide search for his successor, using the services of a professional search firm;

WHEREAS: The VRE Operations Board considered several candidates and has now recommended to the commission that Doug Allen be offered an employment agreement to serve as VRE's CEO; and

WHEREAS: NVTC commissioners have had the opportunity to review that employment agreement.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes its Chairman to execute the subject employment agreement with Mr. Allen.

Approved this 6th day of September, 2012.


Paul C. Smedberg
Secretary-Treasurer


Jay Fisette
Chairman





RESOLUTION #2198

SUBJECT: NVTC Support for the I-66 Multimodal Study (Inside the Beltway).

WHEREAS: The Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) commissioned a study to address long-term multimodal needs within the I-66 corridor inside the Beltway;

WHEREAS: VDOT staff and consultants briefed NVTC on July 5, 2012 on the results of that study;

WHEREAS: The Northern Virginia Transportation Commission (NVTC) acknowledges long-term issues and needs in the corridor, including the need to reduce highway and transit congestion and the need to increase mobility along major arterial roadways and bus routes within the corridor;

WHEREAS: The Final Report is a product of a year-long process which solicited the participation and comment of NVTC and its member jurisdictions, stakeholders, and the public;

WHEREAS: The recommendations detailed in the Final Report include a tiered approach which is premised upon the implementation of core recommendations which include improvements supported or adopted by the region as detailed in the CLRP and the I-66 Transit/TDM Study, followed by package recommendations which can be phased as appropriate based on need and resources; and

WHEREAS: The package recommendations incorporate a combination of multimodal elements including transit, pedestrian, and bicycle improvements, and additions and enhancements to Transportation Demand Management (TDM) programs.

NOW, THEREFORE, BE IT RESOLVED that NVTC thanks VDOT and the project team for their effective work and willing consideration of jurisdictional concerns.

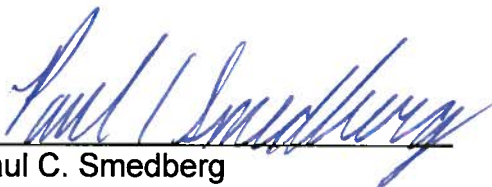
BE IT FURTHER RESOLVED that NVTC supports many of the recommendations of the I-66 Multimodal Study (Inside the Beltway) Final Report, dated June 8, 2012, in particular the tiered approach which builds on and implements past studies/recommendations before moving to newer more difficult to implement recommendations, pending further detailed study when and/if the need for their implementation arises.

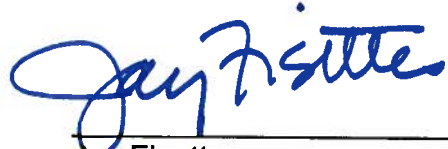


RESOLUTION #2198 cont'd

BE IT FURTHER RESOLVED that NVTC believes any additional study and/or implementation should be done in consultation with NVTC and the affected local jurisdictions.

Approved this 6th day of September, 2012.



Paul C. Smedberg
Secretary-Treasurer

Jay Fisette
Chairman



RESOLUTION #2199

SUBJECT: Authorization to Implement Changes to Comply with New DRPT Allocation Requirements.

WHEREAS: The Virginia Department of Rail and Public Transportation (DRPT) is requiring that NVTC no longer serve as a grantee for its jurisdictions to receive state aid for WMATA and local bus service;

WHEREAS: Virginia Code Section 15.2-4518(5) provides the authority for NVTC to serve as an agent for its jurisdictions and Virginia Code Section 58.1-638.A.5 requires the use of NVTC's SAM for state funds provided for WMATA;

WHEREAS: DRPT is requiring that if NVTC's jurisdictions wish NVTC to perform as their agent, notice must be provided to DRPT;

WHEREAS: NVTC's WMATA jurisdictions do wish to use NVTC as an agent to facilitate state aid applications and invoicing and to continue to apply NVTC's Subsidy Allocation Model (SAM); and

WHEREAS: NVTC's WMATA jurisdictions wish to ensure that they all are able to meet their October 1, 2012 obligations to WMATA even if DRPT does not provide any FY 2013 funding by then.

NOW, THEREFORE, BE IT RESOLVED that consistent with Virginia Code Sections 15.2-4518(5) and 58.1-638.A.5, NVTC staff is authorized to create an account or accounts at a financial institution with which to receive state aid funds from DRPT as an agent for its jurisdictions and to apply for, invoice and allocate those funds using SAM.




RESOLUTION #2199 cont'd

BE IT FURTHER RESOLVED that NVTC staff is authorized to arrange transfers between its WMATA jurisdictions' trust accounts at NVTC at the request of its WMATA jurisdictions if necessary to allow any of those jurisdictions to meet their obligations to pay WMATA's October 1, 2012 billings.

Approved this 6th day of September, 2012.


Paul C. Smedberg
Secretary-Treasurer


Jay Fisette
Chairman